

WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION

WASHINGTON, D. C.

ORDER NO. 1044

IN THE MATTER OF:

Served May 27, 1970

Application of WMA Transit Company)	Application No. 609
for Temporary Authority to Establish)	
Routes X-1 and X-3.)	Docket No. 211

On January 29, 1970, WMA Transit Company (WMA) filed an application for temporary authority to operate regular route service from Laurel, Maryland, over Maryland 197 and the Baltimore-Washington Parkway to Goddard Space Flight Center and Washington, D. C., as follows:

Route X-1

Southbound - Leave from the intersection of Gorman Avenue and Sandy Spring Road, east on Gorman Avenue (Route 198) and Fort Meade Road, south on Irving Street and Bowie-Laurel Road (Route 197), west on Briarcroft Lane, south on Briarwood Drive, east on Contee Road, south on Bowie-Laurel Road (Route 197) and Baltimore-Washington Parkway, west on New York Avenue and L Street, N. W., south on 7th Street, N. W., west on E Street, N. W., north on 11th Street, N. W., west on H Street, N. W., and north on Connecticut Avenue to terminal stand.

Northbound - Leave from Farragut Square Terminal, north on Connecticut Avenue, east on Eye Street, N. W., south on 13th Street, N. W., east on E Street, N. W., north on 6th Street, N. W., east on New York Avenue, north on Baltimore-Washington Parkway and Bowie-Laurel Road (Route 197), west on Contee Road, north on Briarwood Drive, east on Briarcroft Lane, north on Bowie-Laurel Road (Route 197) and Irving Street, west on Fort Meade Road (Route 198), Talbot Avenue, and Gorman Avenue to Sandy Spring Road.

Route X-3

Southbound - Leave from the intersection of Gorman Avenue and Sandy Spring Road, east on Gorman Avenue (Route 198) and Fort Meade Road, south on Irving Street and Bowie-Laurel Road (Route 197), west on Briarcroft Lane, south on Briarwood Drive, east on Contee Road, south on Bowie-Laurel Road (Route 197) and Baltimore-Washington Parkway, and east on Glenn Dale Road to Goddard Space Flight Center.

Northbound - Leave from Goddard Space Flight Center, west on Glenn Dale Road, north on Baltimore-Washington Parkway and Bowie-Laurel Road (Route 197), west on Contee Road, north on Briarwood Drive, east on Briarcroft Lane, north on Bowie-Laurel Road (Route 197) and Irving Street, west on Fort Meade Road (Route 198), Talbot Avenue, and Gorman Avenue to Sandy Spring Road.

RESTRICTIONS: No boarding or alighting on the Baltimore-Washington Parkway. No local passengers carried within the District of Columbia.

A public hearing on the matter was set by Order No. 1020, issued February 18, 1970, and was held on March 10-11, 1970. WMA's application was supported by the Laurel Chamber of Commerce and by an association of apartment resident managers whose buildings would be served by the proposed routes.

WMA proposed a \$1.05 charge for the Laurel to Washington service, and a \$.45 charge for Laurel to Goddard. The Chief Engineer of the Commission staff testified that although the Laurel-Goddard fare was reasonable, a proper rate for Laurel to Washington would be \$.85. He based this opinion on comparisons with the fares charged by WMA for express trips of similar length.

The application was opposed by D. C. Transit System, Inc., which claimed that the new service would unreasonably impede the flow of traffic in the Farragut Square area; and by Greyhound Corporation, which argued Laurel already had ample service.

Although traffic in the area of WMA's Farragut Square terminal is quite heavy, the proposed additional runs will not occur at the time when congestion is heaviest, and we believe that the two additional vehicles per rush hour will not unduly burden the other carriers operating in that area.

Greyhound Corporation opposed the new service because both it and Trailways operate buses between Laurel and Washington, D. C., and it felt that additional competition would be destructive. A number of large apartment complexes have grown up along Maryland 197, yet no direct service to Washington existed there until this application was filed, and it was not until the hearing on this application commenced that Greyhound scheduled two buses each day in each direction over that road. We cannot be sure that the Greyhound service is truly competitive with the proposed WMA service since Greyhound terminates at the bus terminal at 12th and New York Avenue, N. W., whereas the WMA routes will serve the Farragut Square area and the Federal Triangle. Previously, Trailways had attempted to provide service over Route 197, but the buses had no specific stops, and schedule information was apparently poorly distributed.

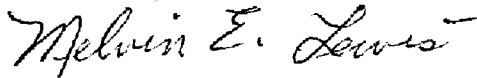
WMA is seeking temporary authority which will enable it to determine whether the market will support the increased services to downtown Washington. Furthermore, there is no existing service at all between Laurel and Goddard Space Flight Center. We believe that in these circumstances the application should be granted, although we believe that the fare should be adjusted to make it consistent with other WMA routes as recommended by the staff. A significant showing that the public wants this service was made. A temporary authorization will permit the development of data based on actual experience which we can use in determining what permanent authority should be given.

THEREFORE, IT IS ORDERED:

1. That the application of WMA Transit Company to establish Route X-1 and X-3 as set out above be, and it is hereby, granted, effective for 180 days beginning June 22, 1970.

2. That WMA amend WMATC Tariff No. 30 to show a fare between Washington, D. C. and Laurel, Maryland of \$.85 and between Goddard Space Flight Center and Laurel, Maryland of \$.45.

BY DIRECTION OF THE COMMISSION:

A handwritten signature in cursive script that reads "Melvin E. Lewis".

MELVIN E. LEWIS
Executive Director